

B<sup>1</sup>  
cont'd

of the mold is insufficient and hence the portion of the belt 2 just beneath the circumferential groove 9 indicates concave form in the resulting product tire as shown in Fig. 1. Such a concave form in the cord layers 5, 6 has a problem that the recapping operation is considerably degraded because the rib top is hardly peeled off from the concave form.

**Please replace paragraph 2 on page 16 bridging page 17 with the following new paragraph:**

B<sup>2</sup>

In the tread pattern of this tire 30 shown in Fig. 6, the central region of the tread portion 31 is provided with rows of blocks 44, 45, 46 defined by four circumferential grooves 39, 40 extending straightforward in the circumferential direction and a plurality of lateral grooves 41, 42, 43 extending between the mutual circumferential grooves 39, 39 and between the circumferential grooves 39 and 40 and opening to the respective circumferential grooves, which grooves being formed on the tread rubber 32, and each of both side regions of the tread portion is provided with a row of blocks 48 defined by the circumferential groove 40 and a plurality of lateral grooves 47 opening thereto.

**Please replace paragraph 2 on page 22 with the following new paragraph:**

B<sup>3</sup>

In the end zone of the middle cord layer 36 shown in Figs. 5 and 6, only the cross cord layer 38 is subjected to shearing deformation and hence shearing strain concentrates between the end portion of the middle cord layer 36 and the innermost cord layer 35 just beneath the tread portion 31 of the tire 30 under loading and the separation failure is apt to be caused in the cross cord layer 38 at the end zone of the middle cord layer 36.